



PORT OF MANCHESTER

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***ANNUAL REPORT***

OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1959





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# REPORT

*by the*

Medical Officer of Health

*to the*

CHAIRMAN AND MEMBERS OF THE  
PORT HEALTH AUTHORITY

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I have pleasure in presenting my report on the work of the Authority for the year 1959, in accordance with Regulation 12 (4) of the Public Health Officers (Port Health Districts) Regulations, 1959.

The report is presented in the form desired by the Minister of Health and the statistical information is arranged in the form and sequence indicated in the Ministry letter, dated 14th January, 1960, and Form Port 20. Where the entry "No Change" appears it is to indicate that there has been no variation in the detailed information given in previous Annual Reports.

Much time was spent by the inspectors to ensure that vessels complied with the provisions of the Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958. Offences by two dredgers at Eastham warranted legal action and further information on these cases will be found later in the Report.

The attention of the Ministry of Health was drawn to vessels arriving in possession of Deratting Exemption Certificates issued at non-approved ports in Germany, Finland and Sweden. After contact with the World Health Organization the ports in question were either officially approved or else prohibited from issuing such certificates.

It is pleasing to report that no complaints were received during the year with regard to the condition of rags imported from the Continent and Eire.

It again gives me much pleasure to record my thanks to the Chairman and Members of the Authority for their support and co-operation, and for the devotion of the staff during the year.

I have the honour to be,

Your obedient servant,

CHARLES METCALFE BROWN,

*Medical Officer of Health.*

Port Health Office,  
168, Trafford Road,  
Salford, 5.



## Members of the Port Health Authority

The membership of the Authority for the year was as follows:—

<i>Authority represented:</i>	
Councillor B. S. LANGTON (Chairman)	County Borough of Manchester.
Alderman J. E. FITZSIMONS, J.P.	
Councillor Mrs. N. BEER, O.B.E., J.P.	
Councillor J. CONWAY	
Alderman S. W. DAVIS (Deputy-Chairman)	County Borough of Salford.
Alderman T. C. LOFTUS, J.P.	
Alderman G. H. GOULDEN, J.P.	
Alderman Miss M. C. WHITEHEAD	
Councillor E. REID      ...      ...      ...	Borough of Stretford.
Alderman Mrs. E. BODDAN, J.P.	Borough of Eccles. Irlam U.D.C. Urmston U.D.C.
Councillor J. HUNT	Lymm U.D.C. Runcorn R.D.C. Runcorn U.D.C. Bucklow R.D.C.
Councillor H. GRAY, J.P. succeeded in July by Councillor D. H. BREW, J.P.	Warrington C.B. and R.D.C.
Alderman P. HANLEY	Borough of Widnes. Borough of Bebington. Borough of Ellesmere Port.

## SECTION I: Staff changes.

### TABLE A.

<i>Name of Officer</i>	<i>Nature of Appointment</i>	<i>Date of Appointment</i>	<i>Qualifications</i>	<i>Any other Appointment held</i>
A. B. Hewitt	Junior Clerk	8th September, 1952, services terminated — over- establishment. 1st August, 1959	—	—

*Address and telephone number of Medical Officer of Health : 168, Trafford Road, Salford 5. (TRAfford Park 1714).*

*Branch office : 14, Victoria Road, Runcorn. (Telephone : Runcorn 2919).*

## SECTION II: Amount of shipping entering the district

### TABLE B.

Ships from	Number	Tonnage	Number inspected :		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By the Medical Officer of Health	By the Port Health Inspectors	
Foreign ports..	2,507	6,507,137	64*	1,850	10
Coastwise .....	3,292	2,730,325	—	467	—
Total .....	5,799	9,237,462	64*	2,317	10

\* Visited by Boarding Medical Officers, Liverpool Port Health Authority, in R. Mersey.

" Foreign " excludes ports in the Irish Republic.

## SECTION III.

## Character of shipping and trade during the year.

TABLE C.

*Passenger traffic:*

Number of passengers INWARDS: 713.

Number of passengers OUTWARDS: 791.

*Cargo traffic:*

## Principal IMPORTS:

Aluminium, asbestos, beer and stout, chemicals, coal and coke, copper, cotton, flour, meal, &c., foodstuffs, general cargo, grain, iron manufactures, ores, oils and petroleum, paper, phosphates, cotton waste, sand and gravel, spelter and lead, stone, &c., sulphur, tanning materials, tea, timber, woodpulp and wool.

## Principal EXPORTS:

Chemicals, coal and coke, cotton waste, &c., creosote, general cargo, glass, iron manufactures, machinery, petroleum, pitch pottery and earthenware, salt, textiles and vehicles.

Total traffic, 1959: 18,558,210 tons.

Total traffic, 1958: 17,984,053 tons.

## PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE:

Argentina	...	...	...	Bahia Blanca, Buenos Aires and Rosario.
Australia	...	...	...	Adelaide, Brisbane, Fremantle, Melbourne, Port Pirie and Sydney.
Belgium	...	...	...	Antwerp and Ghent.
Brazil ...	...	...	...	Porto Alegre, Rio de Janeiro and Santos.
Canada	...	...	...	East and West Coast and Great Lakes ports.
Ceylon	...	...	...	Colombo.
Colombia	...	...	...	Mamonal and Cartagena.
Cyprus	...	...	...	Famagusta, Limassol and Morphou Bay.
Denmark	...	...	...	Copenhagen, Esbjerg, Frederikshavn and Odense.
East Africa	...	...	...	Beira, Lourenco Marques and Mombasa.
Egypt ...	...	...	...	Alexandria, Port Said, Port Sudan and Suez.
Eire ...	...	...	...	Cork, Drogheda, Dublin, Limerick, Wicklow and Waterford.
Finland	...	...	...	Abo, Helsingfors, Kotka, Lovisa and Raumo.
France	...	...	...	Bordeaux, Cherbourg, Donges, La Pallice, Le Havre, Sete, Paris, Rouen and Treport.



Principal ports from which ships arrive—*continued*.

Germany	...	...	...	Bremen and Hamburg.
Greece	...	...	...	Patras, Piraeus and Salonica.
Holland	...	...	...	Amsterdam and Rotterdam.
Iceland	...	...	...	Reykjavik.
India	...	...	...	Bombay, Calcutta, Cochin and Vizagapatam.
Indonesia	...	...	...	Balik Papan and Miri.
Israel	...	...	...	Haifa and Tel-Aviv.
Iraq	...	...	...	Basra and Fao.
Italy	...	...	...	Genoa, Civitavecchia and Messina.
Lebanon	...	...	...	Beyrout, Sidon and Tripoli.
Malaya	...	...	...	Singapore.
Netherlands West Indies	...	...	...	Aruba and Curacao.
North Africa	...	...	...	Algiers, Casablanca, La Goulette and Tunis.
Norway	...	...	...	Arendal, Bergen, Christiansand, Drammen, Frederikstad, Larvik, Narvik, Oslo, Porsgrunn, Risor, Sarpsborg, Skien, Stavanger and Trondhjem.
Pakistan	...	...	...	Chittagong, Karachi and Chalna.
Persian Gulf	...	...	...	Kuwait, Mena al Ahmadi, Umm Said, Bahrein and Bandar Mashur.
Peru	...	...	...	Cabo Blanco and Lobitos.
Poland	...	...	...	Gdansk (Danzig) and Gdynia.
Portugal	...	...	...	Leixoes, Lisbon and Oporto.
Russia	...	...	...	Archangel, Leningrad and Mesane.
South Africa	...	...	...	Capetown, Durban, East London and Port Elizabeth.
Spain	...	...	...	Bilbao.
Sweden	...	...	...	Gefle, Gothenburg, Helsingborg, Hernosand, Holmsund, Lake Vener, Norrkoping, Stockholm, Sundsvall and Uddevalla.
Syria	...	...	...	Lattakia.
Trinidad	...	...	...	Port of Spain and Point Fortin.
Turkey	...	...	...	Iskenderun and Istanbul.
United Kingdom	...	...	...	Avonmouth, Belfast, Douglas, Fawley, Glasgow, Larne, Liverpool, London, Londonderry, Lochaline, Par, Penmaenmawr and South Wales ports.
United States of America	...	...	...	Atlantic, Gulf, Great Lakes and Pacific ports.
Uruguay	...	...	...	Montevideo.
Venezuela	...	...	...	Amuay Bay, Las Piedras, Punta Cardon, Caripito and Puerto la Cruz.
West Africa	...	...	...	Bathurst, Conakry, Dakar, Freetown, Lagos Sapele, Monrovia, Takoradi and Warri.
Yugoslavia	...	...	...	Rijeka.

## SECTION IV: Inland barge traffic.

*Numbers and tonnage using the district, and places served by the traffic.*

There is a considerable amount of barge traffic between the docks and waterside premises in and about Manchester and to Runcorn. Outside districts served include Liverpool, Birkenhead, Lancashire and Yorkshire towns on the Leeds and Liverpool Canal, towns in Cheshire, Shropshire, Staffordshire, Nottingham, Derby and Leicester on the Weaver Navigation, Trent and Mersey, Shropshire Union, Birmingham and associated canals.

The amount of traffic passing between the Bridgewater Canal and Manchester Docks during 1959 totalled 128,069 tons. This traffic was carried in boats owned by the Bridgewater Department of the Manchester Ship Canal Company and in bye-traders' boats.

Sixty-seven visits were made to 54 canal boats during the year, 24 of which were found to contravene the Canal Boats Regulations. Sixty inspections were carried out in the main docks and a further 7 visits were made to boats lying in the Warrington-Ellesmere Port section of the Ship Canal. Outstanding contraventions were corrected on 7 of the boats inspected and 20 complaint notes were issued during the year.

The following is a summary of the defective conditions and contraventions found. No legal proceedings have been necessary to obtain the remedy of defects:—

Registration certificate torn and dilapidated	...	1
Registration certificate not produced	... ..	4
Registration certificate incorrect	... ..	1
Cabins, etc., in defective condition	... ..	16
Lighting and ventilation defective	... ..	5
Oil tray under engine defective	... ..	1
Stoves, stove pipes, etc., defective	... ..	2
Cabins, etc., required painting	... ..	6
Sliding hatch to scuttle defective	... ..	1
		<hr/>
		37
		<hr/>

No cases of infectious illness were reported and no boats have been detained for cleansing and disinfection.

The Authority is not a registration authority.

## SECTION V.: Water supply.

(1) *Source of supply for (a) the district and (b) shipping.*

(a) Piped water supplies are provided by the respective water undertakings abutting the Ship Canal.

(b) Fresh water is obtainable direct from hydrants in Manchester Docks and on the quays, wharves, etc., between Mode Wheel and Barton Locks, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn Docks, Weston Point Docks, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port, Eastham Locks, and the berths in Queen Elizabeth II Dock, Eastham.



(2) *Report of tests for contamination.*

Eighty-six samples of water from ships were examined with the following results :—

		<i>Satisfactory</i>	<i>Unsatisfactory</i>	<i>Total</i>
(a) Chemical	...	20	2	22
(b) Bacteriological	...	43	21	64

Steps were taken on receipt of unsatisfactory reports to ensure that water tanks were promptly cleaned. If the vessel had sailed coastwise prior to receipt of the reports coming to hand the Medical Officer of Health of the next port of call was advised. In cases where the vessel had sailed for a foreign port the ship's agents were notified and requested to contact the ship without delay and arrange for the drinking water to be chlorinated and the water tanks cleaned as soon as possible. Copies of the reports in respect of water samples taken on British ships were forwarded to the Marine Survey Office, Ministry of Transport, Liverpool.

(3) *Precautions against contamination of hydrants and hosepipes.*

All hydrants and hosepipes were found to be adequately protected against contamination.

(4) *Number and sanitary condition of water boats, and powers of control by the Authority.*

A tug, "M.S.C. Manchester," continues to be used on the tidal section of the Ship Canal for the conveyance of fresh water to dredging craft. The boat is fitted with an afterpeak tank which is cement washed twice each year and cleaned regularly.

The Authority has no special powers of control.

## SECTION VI :

### Public Health (Ships) Regulations, 1952 and 1954.

#### (1) *List of infected areas.*

*Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.*

A list of such areas is compiled by the Medical Officer of Health, Liverpool Port Health Authority. Copies are forwarded by post to H.M. Customs and Excise, Eastham, and also handed to the Waterguard Department and to inspectors of this Authority.

The list detailed the following ports on 1st January, 1959:—

Rangoon, Dar es Salaam and Rio de Janeiro.

*All ports in:* China, Ecuador, Indo-China, India, Pakistan, Belgian Congo, Nigeria (including British Cameroons), Liberia, Ghana and Colombia.

The port of Singapore was added to the list as from 16th April and deleted on 14th December, 1959.

(2) *Radio Messages.* No change.

(3) *Notifications otherwise than by Radio.* No Change.

(4) *Mooring Stations.* No Change.

(5) *Arrangements for:*

(a) Hospital accommodation for infectious diseases.

(b) Surveillance and follow-up of contacts.

(c) Cleansing and disinfection of ships, persons, clothing and other articles.

No Change.

Maritime Declarations of Health are supplied to masters of vessels by officers of H.M. Customs and inspectors of this Authority. During the year 1,080 Declarations were received.



## SECTION VII: Smallpox.

(1) *Names of Isolation Hospitals to which cases are sent from the district.*

(a) Ainsworth Smallpox Isolation Hospital, Bury.

(b) New Ferry Smallpox Hospital, Beaconsfield Road, Rock Ferry.

(2) *Arrangements for transport of such cases to hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The ambulance services of the Lancashire and Cheshire County Councils, or of the County Boroughs of Liverpool, Manchester and Warrington, would be available. The vaccinal state of the ambulance personnel is controlled by the ambulance authorities, who, generally speaking, require annual re-vaccination of all persons who may be required to handle smallpox patients, suspects or contacts.

(3) *Names of smallpox consultants available.*

Dr. C. Metcalfe Brown, Medical Officer of Health.

Dr. D. C. Liddle, Monsall Hospital, Manchester 10.

Dr. E. R. Peirce, 8 Grosvenor Road, Cressington Park, Liverpool.

Professor Andrew B. Semple, Hatton Garden, Liverpool 3.

Dr. J. Yule, Town Hall, Stockport.

(4) *Facilities for laboratory diagnosis of smallpox.*

Department of Bacteriology, University of Liverpool.

## SECTION VIII: Venereal disease.

Leaflets giving information as to the location, days and hours of available facilities are distributed by the inspectors when vessels are visited. Posters are displayed on the dock premises by kind permission of the Manchester Ship Canal Company and similar posters are exhibited in the public conveniences situated in close proximity to the main docks.

The undermentioned information has been supplied by the Medical Director, St. Luke's Clinic, Manchester, in respect of seamen attending the clinic and seamen's dispensary during the year:—

				St. Luke's Clinic		Seamen's Dispensary
<i>British Seamen:</i>						
Syphilis	...	...	...	—	...	2
Gonorrhoea	...	...	...	14	...	10
Other conditions	...	...	...	44	...	64
Penicillin injections	...	...	...	14	...	41
Streptomycin injections	...	...	...	14	...	51
Attendances	...	...	...	103	...	306

*Foreign seamen:*

Syphilis ... ..	1	2
Gonorrhoea ... ..	15	4
Other conditions ... ..	11	36
Penicillin injections ... ..	33	8
Streptomycin injections ... ..	16	17
Attendances ... ..	66	115

A further eight patients with syphilis, four with gonorrhoea and two with other conditions, attended the seamen's dispensary and St. Luke's Clinic. These cases were transferred from other centres.

## **SECTION IX: Cases of notifiable and other infectious diseases on ships.**

TABLE D.

Category	Disease	Number of cases during the year :		Number of ships concerned
		<i>Passengers</i>	<i>Crew</i>	
Cases landed from ships from foreign ports	Dysentery	—	2	2
Cases which have occurred on ships from foreign ports, but have been disposed of before arrival	Dysentery	—	1	1
	Erysipelas	—	1	1
	Meningitis	—	1	1
	Mumps	—	1	1
	Pneumonia	—	4	4

## **SECTION X: Observations on the occurrence of malaria in ships.**

No cases of malaria were reported during the year.

## **SECTION XI: Measures taken against ships infected with or suspected for plague.**

No plague-infected or suspected ships arrived during the year.

## **SECTION XII: Measures against rodents in ships from foreign ports.**

### **(1) Procedure for inspection of ships for rats.**

Vessels from foreign ports are systematically searched by the rodent operative working in conjunction with and under the guidance of the inspectors. Revisits are made to vessels showing evidence of rodents, priority being given to vessels from infected ports. Rodent control measures on vessels lying at Ellesmere Port were carried out by the motor launch engineer. The time factor, with rare exceptions, does not allow rodent control to be carried out on oil tankers at Stanlow and the Queen Elizabeth II Dock.

(2) *Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.*

Six black rats and 9 mice caught on vessels from foreign ports were forwarded to the Public Health Laboratory Service, Monsall Hospital, Manchester, for bacteriological examination. A further 56 rats and 2 mice caught on the dock premises by the rodent operative of the Manchester Ship Canal Company were also submitted for examination. No evidence of rodent plague was found but salmonella organisms were isolated in three rats caught on the dock premises.

(3) *Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.*

Deratting of vessels prior to the issue of a Deratting Certificate has been effected by either poison or fumigation with hydrogen cyanide.

In all instances deratting was carried out by one of the following contractors under the supervision of the Authority's inspectors:—

Disinfestation Ltd. (late Scientex Ltd.), Birkenhead.  
Irlam Insecticides, Liverpool.

(4) *Progress in the rat-proofing of ships.*

Rat-proofing observed on new vessels has continued to show a satisfactory standard. Whenever the inspectors have made recommendations with regard to the rat-proofing of older vessels the owners have readily co-operated in carrying out the necessary work.

TABLE E.

*Rodents destroyed during the year in ships from foreign ports.*

Black rats	...	...	...	...	166*
Mice	...	...	...	...	249*
Species not known	...	...	...	...	—
Sent for examination	...	...	...	...	6 rats 9 mice
Infected with plague	...	...	...	...	—

\* Includes 64 rats and 189 mice destroyed by fumigation with hydrogen cyanide



## RODENT CONTROL.

	Foreign	Coastwise
Visits by inspectors ... ..	1,862	426
Revisits by inspectors ... ..	520	25
Visits by rodent operative ... ..	645	60
Revisits by rodent operative ... ..	616	5
Visits by motor launch engineer ... ..	194	39
Revisits by motor launch engineer ... ..	41	2
Rats killed by hydrogen cyanide ... ..	64	—
Rats killed by rodent operative ... ..	99	—
Mice killed by hydrogen cyanide ... ..	189	—
Mice killed by rodent operative ... ..	63	—
Rats killed by sodium fluoroacetate ... ..	3	—

Further information regarding rodent control will be found in the section dealing with the requirements of the Prevention of Damage by Pests (Application to Shipping) Order, 1951-56 (see page 19).

TABLE F.

*Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.*

Number of Deratting Certificates issued :		Total	Number of Deratting Exemption Certificates issued	Total Certificates issued
After fumigation with HCN	After poisoning with sodium fluoroacetate and warfarin			
7	1	8	280	288



## SECTION XIII: Inspection of ships for nuisances

TABLE G.

*Inspections and Notices.*

Category of nuisance and number of inspections:	Category of nuisance and number of inspections:		Notices served:			Result of serving notices
	British	Foreign	Statutory notices	Other notices		
				Written	Verbal	
Verminous conditions	151	157	—			29 notices complied with and 12 partly complied with whilst vessels in port.
Accommodation and fittings in dirty and defective condition	16	7	—	British		
Heating, lighting and ventilation defective	8	4	—	18	199	
Insulation defective or insufficient	1	—	—			11 notices complied with and 12 partly complied with whilst vessels in port.
Washplaces and fittings dirty and defective	7	18	—	Foreign		
Drainage defective	21	4	—	14	186	
Sanitary accommodation and fittings dirty and defective	13	30	—			
Food storage and prep- aration spaces and fittings dirty and defective	12	21	—			
Drinking water tanks and fittings dirty and defective	4	1	—			
Water system defective	3	2	—			
Accumulation of refuse on deck	23	3	—			
Provisions stored in accommodation	1	1	—			
	260	248	—	32	385	

## VESSELS INSPECTED BY THE PORT HEALTH INSPECTORS.

		1959	1958	1957
Vessels entering the port .....	foreign ...	2,507	2,473	2,363
	coastwise	3,292	2,952	3,270
	total .....	5,799	5,425	5,633
Number inspected	foreign and coastwise	2,317	1,796	1,903
Percentage inspected		39.95	33.11	33.78
Number reported defective		417	350	441
Number on which defects remedied		232	236	287
Number of vessels on which were remedied defects reported prior to year of inspection	British ...	137	54	81
	Foreign ...	149	43	54

The work of the port health inspectors at different parts of the port is indicated by the following statement of the number of vessels inspected and the number found with defects:—

## Section A (Manchester—Latchford):

	<i>Inspected</i>	<i>Defective</i>
Manchester, Salford and Stretford ...	1,285	193
Mode Wheel Oil Wharf ...	14	—
Weaste ...	22	12
Brown & Polson's Wharf ...	12	4
Irwell Park Wharf and Eccles ...	26	8
Barton ...	30	12
Irlam ...	28	11
Partington ...	16	4
	<u>1,433</u>	<u>244</u>

## Section B (Latchford—Eastham):

	<i>Inspected</i>	<i>Defective</i>
Warrington ...	11	1
Acton Grange ...	4	—
Runcorn ...	56	7
Weston Point ...	36	2
Ince ...	24	6
Stanlow Oil Dock and Lay-Bye ...	164	20
Associated Ethyl Wharf ...	7	—
Stuart Wharf ...	6	2
Ellesmere Port ...	165	26
Bowater's Wharf (Ellesmere Port) ...	55	8
Eastham Locks and Lay-Bye ...	15	2
Queen Elizabeth II Dock, Eastham ...	326	97
Weston Mersey Lock ...	4	1
Northwich... ...	1	—
Widnes ...	10	1
	<u>884</u>	<u>173</u>
Gross totals ...	<u>2,317</u>	<u>417</u>

Nationalities of the vessels inspected and the number found with defects:—

					<i>Inspected</i>	<i>Defective</i>
British	...	...	...	...	994	217
American	...	...	...	...	67	5
Chilean	...	...	...	...	1	—
Danish	...	...	...	...	87	9
Dutch	...	...	...	...	369	20
Egyptian	...	...	...	...	1	—
Eireann	...	...	...	...	20	2
Finnish	...	...	...	...	62	6
French	...	...	...	...	19	12
German	...	...	...	...	120	19
Greek	...	...	...	...	5	2
Indian	...	...	...	...	1	—
Italian	...	...	...	...	35	15
Jugo-Slavian	...	...	...	...	1	—
Japanese	...	...	...	...	1	—
Lebanese	...	...	...	...	3	—
Liberian	...	...	...	...	34	12
Norwegian	...	...	...	...	269	59
Panamanian	...	...	...	...	28	15
Polish...	...	...	...	...	29	2
Russian	...	...	...	...	21	4
Spanish	...	...	...	...	6	3
Swedish	...	...	...	...	144	15
					<hr/> 2,317 <hr/>	<hr/> 417 <hr/>

The number of inspections made of British and Foreign vessels and the number found with defects were:—

					<i>Inspected</i>	<i>Defective</i>
British steamships and motor vessels	...			...	994	217
Foreign steamships and motor vessels				...	1,323	200
					<hr/>	<hr/>
Totals	...	...	...	...	2,317	417
						<hr/>
Re-visits	...	...	...	...	730	
					<hr/>	
Gross total—visits and re-visits				...	3,047	
					<hr/>	

In the Manchester-Latchford section there was an increase of 509 inspections over the previous year, and in the Latchford-Eastham section an increase of 12 vessels was recorded.

## Number of personnel carried on vessels inspected:—

## British:

European	...	...	...	...	...	27,770
Asiatic	...	...	...	...	...	6,098
						<hr/>
						33,868
American	...	...	...	...	...	2,883
Chilean	...	...	...	...	...	122
Chinese	...	...	...	...	...	1,136
Egyptian	...	...	...	...	...	48
Danish	...	...	...	...	...	2,762
Dutch	...	...	...	...	...	6,105
Eireann	...	...	...	...	...	378
Finnish	...	...	...	...	...	1,560
French	...	...	...	...	...	559
German	...	...	...	...	...	1,740
Greek	...	...	...	...	...	166
Indian	...	...	...	...	...	61
Italian	...	...	...	...	...	1,091
Japanese	...	...	...	...	...	50
Jugo-Slavian	...	...	...	...	...	41
Lebanese	...	...	...	...	...	47
Liberian	...	...	...	...	...	1,198
Norwegian	...	...	...	...	...	9,546
Panamanian	...	...	...	...	...	823
Polish	...	...	...	...	...	587
Russian	...	...	...	...	...	648
Spanish	...	...	...	...	...	183
Swedish	...	...	...	...	...	3,191
						<hr/>
						68,793
						<hr/>

**SECTION XIV: Public Health (Shell-fish) Regulations,  
1934 and 1948.**

NO CHANGE.

**SECTION XV: Medical inspection of aliens.**

NO CHANGE



**SECTION XVI: Miscellaneous.**

*Arrangements for the burial on shore of persons who have died on board ship from infectious disease.*

NO CHANGE.

**INSPECTION OF FOOD STORAGE WAREHOUSES.**

Small quantities of foodstuffs were temporarily stored in the Manchester Ship Canal Co. (Bridgewater Department) dock warehouse at Runcorn and the British Waterways warehouse at Weston Point. The foods mainly arrived in barges from Liverpool and Birkenhead and were stored whilst awaiting transhipment to inland towns. No action was required in respect of these foods.

**PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING)  
ORDER, 1951-56.**

Rodent Control Certificates issued ... 2

	Visits by inspectors	Visits by rodent operative
Floating grain elevators .....	3	6
Barges .....	2	—
Dredgers .....	1	2

The number of rats caught or destroyed by the rodent operative employed by the Manchester Ship Canal Company showed a decrease compared with 1958; 1,270 against 1,353 in the previous year.

The continued efforts of the Chief Public Health Inspectors of Ellesmere Port and Runcorn in effectively controlling the rodent population on property abutting the Ship Canal are much appreciated.

146 campaigns using zinc phosphide, arsenic, red squill, mafantu and warfarin were carried out on the Manchester Ship Canal Company property at Ellesmere Port. Treatments involving the use of zinc phosphide and arsenic are estimated to have killed 200 rats. A further 28 rats and 31 mice are estimated to have been accounted for on the Company's property at Runcorn where, in addition to visits by the rodent operative of the local authority, repressive measures are taken by the staff of the Company.

## DANGEROUS DRUGS REGULATIONS, 1953

One certificate was issued under these Regulations during the year to the master of a foreign vessel.

## CLEAN AIR ACT, 1956.

### DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958.

A concentrated effort was made to improve the position in regard to the smoke emission from vessels. 79 visits and observations were made in the Manchester-Latchford section of the Canal, whilst a further 137 visits were made and observations taken between Latchford and Eastham, including the Queen Elizabeth II Dock. Written notices were served in respect of excessive smoke from four British and six foreign vessels and after consideration by the Authority warning letters were sent to the owners.

Legal action was taken in respect of excessive smoke from two coal-fired dredgers owned by the same Company. The cases were heard at the Court House, Bromborough. In one instance, in respect of continuous black smoke for 10 minutes, the owners were fined £20 and ordered to pay £7 7s. 0d. costs. The second case resulting from an observation taken for 30 minutes, during which black smoke was emitted for 22 minutes and dark smoke for 8 minutes, was dismissed on the grounds that the written notice, forwarded by registered post, was not received within 48 hours of the offence as required by the Clean Air Act. The matter was taken up by the Clerk to the Authority with the Head Post Office at Liverpool, from whom an unsatisfactory explanation for the delay in delivery was received. Both offences took place in the entrance channel outside Eastham Locks, causing smoke to be blown towards houses in Eastham village.

## OFFENSIVE ODOUR FROM CANAL WATER

Complaints were received during the summer months of offensive odour from the Ship Canal at Warrington, Eccles, Urmston and in the main dock area. The complaints were considered by the Authority and the Clerk referred the matter to the Mersey River Board and the Manchester Ship Canal Company for their attention. A sample of canal water taken from No. 8 Dock during August was forwarded to the Public Analyst; he reported that the complaint of offensive odour was justified in respect of the sample submitted. The odour was caused by pollution, the effects of which were accentuated by the warm weather and the slowness of flow of water in the Ship Canal. It was not possible to identify the principal sources of pollution which may be various, e.g., rivers, ships' or trade effluents.



OBSERVATIONS OF THE PORT HEALTH INSPECTORS.  
SMOKE ABATEMENT.

*Eastham-Warrington section of the Canal.*

The provisions of the Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958, issued under the Clean Air Act, 1956, continued to receive active attention.

Keeping watch on vessels and taking appropriate action in respect of offenders occupied considerable time within the normal inspectorial duties. Smoke abatement has been accepted as a major routine obligation.

The procedure laid down by the Authority in respect of carrying out the regulations was adhered to and serious cases involving the service of written notice under Section 30 of the Act were reported to the Authority for their consideration.

The system of warning incoming vessels as outlined in previous reports has been continued and in this respect the Authority is grateful to the Manchester Ship Canal Company's police department for their ready co-operation at docks under their direct control at Eastham, Ellesmere Port and Stanlow.

*Queen Elizabeth II Dock and the Eastham area.*

Traffic was again heavy in the dock during the year, totalling 370 foreign-going tankers, an increase of 24 over 1958. In addition 99 estuarial tankers and barges were accommodated. Including tugs, dredgers and hoppers, it is estimated that around 2,500 vessels entered the dock. This large number of vessels in the dock plus the continuous stream of traffic entering and leaving the port through the adjacent Eastham Locks and Channel, necessitated constant attention to smoke control whenever the inspectors were present.

During the year 66 smoke observations were taken involving 43 vessels. All but 9 were unsatisfactory. Immediate verbal representation followed the unsatisfactory observations in 42 instances and these were followed by letters to owners where deemed advisable. In seven other cases it was necessary to serve written notices on the masters or owners of offending vessels. It was not possible to follow up the remaining eight contraventions immediately due to the vessels being inaccessible or leaving the area; in six instances letters were sent to the owners whilst the matter was taken up with the personnel of the other two vessels at a later date.

Coal-fired dredgers whilst working in this area were frequent offenders and caused deep concern. Special attention was paid to these craft when within the port limits but in spite of the personal action taken it was found necessary to institute court proceedings against two of the dredgers as outlined elsewhere in the report.

No complaints were received directly by the Authority from local residents, but three complaints telephoned to the Manchester Ship Canal

police control at Eastham were followed up and representation made to the masters of the tankers concerned. In each case the emissions had occurred during the absence of inspectors.

*Ellesmere Port-Warrington section of the Canal.*

In the Ellesmere Port, Ince and Stanlow areas, 20 observations covering 17 vessels were recorded, of which 18 were unsatisfactory. Verbal representation was made in all the latter offences and in three instances it was necessary to follow up this action by the service of written notices on the masters.

Vessels berthed at Runcorn, Weston Point, Widnes, Acton Grange and Warrington, were kept under observation, but action was only necessary on one occasion.

When shipping allowed, smoke patrols were carried out in the launch *Hygeia* to catch possible offenders underway and detailed observations were taken on eight occasions. Two observations showed contravention but were only slightly in excess of the permitted periods and personnel of the vessels concerned were warned.

Complaints continued to be received from residents in the Warrington and Stockton Heath areas and representations were made to the owners when vessels were named. Smoke patrols were made but no contraventions serious enough to merit legal action were observed. In view of the lenient periods allowed for coal burners such vessels emitting smoke are not always breaking the regulations and are found, when timed, to be within the limits laid down.

*General observations on smoke control.*

Investigations into the causes of smoke from vessels with oil-fired boilers were found to be due to carelessness, inefficient control, defective and/or poor condition of boilers and equipment, including forced draught fans, burners, instruments and automatic control panels, changing of crews and overloading. In one case an outward-bound vessel commenced soot-blowing operations in Eastham Locks.

On coal-fired vessels personnel generally blamed the quality of coal supplied, but in the majority of cases heavy or bad firing was more frequently the cause. Cleaning fires was also blamed and often tendered as an excuse.

From the data obtained the main cause of smoke from vessels is due to the human element either through negligence, lack of proper training or sense of duty. The majority of responsible engineer officers fully realize the situation but their biggest problem lies in ensuring that boiler personnel carry out their duties conscientiously. This aspect applies equally both to British and foreign-owned vessels. The proper training of boiler room ratings should merit more serious consideration than has been the case hitherto, particularly in respect of oil firing, bearing in mind the present trend away from coal.

It is generally agreed that the use of oil fuel for marine boilers is one answer to the problem of reducing smoke, but from experience gained far too many oil-fired vessels, particularly tankers, are offenders for the reasons stated above.



The continued trend from coal to oil for marine power is indicated in the statistical tables issued by Lloyd's Register of Shipping. In respect of vessels over 100 tons gross owned in Great Britain and Northern Ireland the number of coal-burning vessels has dropped from 26 per cent. to 20 per cent. in the last two years. The 1959 figure of 20 per cent. is comprised of 1,088 vessels of 626,995 gross tons, thus indicating that coal is now restricted chiefly to small vessels. This national trend is reflected in the Manchester and Liverpool areas, where in the past year amongst harbour and estuarial vessels and particularly tugs, the replacement of obsolete coal burners by oil-powered craft and conversions from coal to oil has been most noticeable.

At the present time there are about 220 small local vessels such as tugs, dredgers, hoppers, estuarial tankers, barges, canal boats (wide), grain elevators and floating cranes using the waters of the port between Warrington and Eastham. Of this number it is estimated that approximately 55 per cent. burn coal, a figure that is bound to decline judging by the increasing swing to oil.

From the shipowners' angle it has been found in letters received the majority are actively interested in complying with the regulations. In one instance following representation to a foreign tanker owner extensive and successful improvements were made to the boiler system. This tanker together with three others previously "black listed" by the Authority made return visits to the port and gave no trouble in respect of smoke emission.

The position is slowly improving but much remains to be done and can only be achieved if all concerned show interest and co-operate to the full extent.

#### *Motor launch Hygeia—based at Weston Point.*

Apart from the annual overhaul carried out in June by the launch engineer and holiday periods, the Authority's launch was kept continuously at work between Warrington and Eastham.

No major repairs were required and satisfactory service was maintained at all times. During the year 4,596 miles were logged, the highest annual total recorded.

In May a request was received by the Authority from the Manchester Ship Canal Co. to have the *Hygeia* properly registered under the Company's bye-laws concerning small craft. As a condition of registration it was necessary to have the launch examined for seaworthiness and fitness for use on the Ship Canal. The examination was carried out during the annual overhaul by a competent outside surveyor approved by the Ship Canal Company. The condition of the launch was found to be satisfactory and registration was duly affected. It is understood that annual examination and registration will be required in the future.

It is a pleasure to record the conscientious maintenance and efficient handling of the launch by Mr. R. C. Ashton, engineer, and this opportunity is taken to thank him for his valuable co-operation and assistance throughout the year.

### *Shipping inspection and rodent control.*

The number of vessels inspected in the Warrington-Eastham section of the port showed a small increase of 12 over the previous year. Most of the inspections were carried out in the Ellesmere Port and Eastham areas where trade continued to be heavy, especially in respect of tankers.

Generally speaking the conditions of sanitation and hygiene on vessels were found satisfactory, but in many cases the lack of control over proper systematic cleaning and maintenance of accommodation was all too evident. Cockroach infestations were frequently encountered but the degree of infestation was small in the majority of cases due to the regular use of insecticides. Towards the end of the year there were indications that the insecticidal lacquers were becoming less effective, pointing to immunity against the incorporated insecticides. Bed-bugs were rarely encountered in "white crew" ships, but frequent infestations of weevils in provision storerooms continued to be found. With regard to the last mentioned it was encouraging to note that new tankers belonging to a well-known company were equipped with air conditioned provision storerooms, a long overdue innovation.

Nine samples of drinking water were submitted for bacteriological examination, of which five were unsatisfactory and the necessary corrective action was taken. Of the four satisfactory samples, three were taken from a tanker where several members of the crew had suffered from symptoms of dysentery during the voyage. On arrival two members were medically examined, and as suspected amoebic dysentery was diagnosed they were sent home for treatment. The appropriate Medical Officers of Health were informed. Five faeces specimens taken from selected members of the crew proved negative but a sixth from an engineer officer showed moderate growth of *Sh. flexneri* 2a. This report was received after the vessel's departure and the owners were immediately informed.

In connection with the cleansing of ships' drinking water tanks, it was necessary to draw the attention of a contracting firm to the dirty condition of the clothing worn by their employees when engaged in tank cleaning. The issue and use of proper clean protective clothing and footwear was suggested, but no opportunity arose to ascertain the outcome. Regulations governing this aspect would be welcome.

Rodent control received regular attention but the rodent incidence on vessels in this section continued to be small. 299 foreign-going tankers were examined, only five of which showed active evidence of rats, but nine tankers were found with evidence of previous infestations. One tanker requiring a new certificate was deratted by the use of "1080" and warfarin poisons, three dead rats being recovered.

Mr. E. Redhead, student inspector, entered into his third year with the Authority and continued to work under my supervision. It is a pleasure to report that he fulfilled his duties in a most conscientious manner and this opportunity is taken to thank him for his whole-hearted and interested co-operation at all times.

G. E. STANLEY.



Reviewing the work for the year 1959, we can look back on a year of progress and satisfactory accomplishment.

The implementation of the Clean Air Act, as applicable to vessels, has received a great deal of attention throughout the year. The officers of every vessel visited have been reminded of their obligations under the Act. This repetitive inculcation has had its effect and a marked diminution in the amount of dark smoke emitted has been noticed.

In 62 cases where dark smoke was emitted by vessels, the officers were interviewed and enquiries made as to the cause of the smoke. In every case the nuisance was abated and precautions taken to prevent any recurrence. Excepting the few cases where mechanical defects were responsible for smoke, the majority were caused either by inattention or inefficient firing. Shipowners could assist their engineers to comply with the Act by the installation of visual or audible aids when smoke is being produced. All too often it is impossible to see the funnel from the firing platform.

Owners have been approached where vessels were habitual smoke offenders. It is pleasing to be able to report that in several cases positive results have been achieved. One owner has agreed to convert at considerable expense a coal-fired vessel to forced draught oil burning. Arrangements for this work to be carried out are at an advanced stage of development. The owners of the coal-fired grain elevators have converted one elevator to oil burning. The stokers of the remaining elevators have been required to undertake a course of instruction in efficient methods of stoking under the auspices of the National Industrial Fuel Efficiency Service. This has effected considerable improvement, but notwithstanding this effort the target will remain the complete elimination of smoke and this can only be achieved by modernisation of plant.

The worst smoke offenders are of course the small local craft. These are the coal-fired tugs, sand hoppers, dredgers and steam cranes. Owners have been notified and there is reason to hope that in some cases at least improvements will be made to deal with the nuisance these vessels can create. No effort will be spared to keep owners cognisant of their duty and responsibility to the public at large.

Insect infestation continues to be a problem on board ship. There are indications that a degree of immunity to both DDT and dieldrin may be present and especially so in the case of the German cockroach *blatella germanica*. Last year we commented on the probability of insecticidal resistance occurring on ships. Our observations tend to support this supposition. The local officers of the Infestation Control Division of the Ministry of Agriculture, Fisheries and Food, were informed of our views and very kindly agreed to assist in the establishment or otherwise of this theory. Samples of cockroaches were collected from a vessel which had previously been treated with insecticidal lacquer. About 60 insects were collected, mostly from surfaces heavily treated with dieldrin lacquer. Half of these were kept in a jar and subjected to the same lacquer as was used on the ship. The remaining insects were used as controls. The mortality rate in both cases was negligible for some weeks. The Ministry of Agriculture, Fisheries and Food, have arranged for exhaustive tests to be

carried out if on the return of the vessel there is still pronounced infestation indicating a resistance factor.

Dockers working on board a vessel with a cargo of animal feeding oil cake stopped work for two days because the cargo was heavily infested by the small rust-red flour beetle, *tribolium castaneum*. The vessel was searched in company with the officers of the Ministry of Agriculture, Fisheries and Food, when the following insects in small numbers were also seen and samples collected and identified by the Ministry officers : hide beetles (*dermestes ater*), rice moths (*corcyra cephalonica*), tropical warehouse moths (*ephestia cautella*), spider beetles (*gibbium psylloides*), parasitic bugs (*anthocoridae* sp), black fungus beetles (*alphitobius laevigatus*), parasitic wasps (*hymenoptera* sp), and flat grain beetles (*cryptolestes* sp). All of these insects are harmless and a settlement of the strike was reached by the Ship Canal Company on the payment of extra money for handling the cargo. Insecticidal control methods were carried out to alleviate the complaint.

Bed bug infestation is not uncommon especially in the quarters of Asiatic crews.

A strict watch is kept on the rodent population on board ships arriving in the port. During the year seven vessels were fumigated with HCN under our supervision and Deratting Certificates issued.

The standardisation of rodent control measures throughout the approved ports of the world is undoubtedly responsible for the small number of vessels which are infested with rodents to any appreciable extent. Mice are more often found than rats and this is especially the case in vessels carrying grain from North America.

Seventy-seven samples of water were collected, of which 55 were submitted for bacteriological examination and 22 for chemical analysis. A close liaison was maintained with the Ministry of Transport, who were kept informed of the results of the samples taken from British-owned ships. Where necessary other port health authorities were asked to follow up unsatisfactory samples.

A sample of the canal water was submitted for chemical analysis. During the hot dry summer there was a marked deterioration in the quality of the canal water and at times an offensive odour was noticeable. The sample showed that the canal water was very heavily polluted and at the time of sampling in August was of the consistency of a weak sewage effluent.

During the year 60 inspections of canal boats were carried out. Seventeen written notices were served for defects found. The standard of cleanliness of the occupants of both the wide and narrow boats was high and reflects greatly in favour of those people who have to live and work in such restricted spaces.

We would like to record our indebtedness for the assistance received throughout the year from Mr. Kendal, Rodent Operative.

A. M. DICKSON,  
J. FORBES.



## FOOD INSPECTION

Public Health (Imported Food) Regulations, 1937-48.

Public Health (Preservatives, etc., in Food) Regulations, 1925-58.

Public Health (Imported Milk) Regulations, 1926.

Colouring Matter in Food Regulations, 1957.

Antioxidant in Food Regulations, 1958.

Arsenic in Food Regulations, 1959.

### LIST OF FOOD IMPORTS.

	From foreign ports	From coastwise ports
<b>Grain, cereals, etc.—</b>		
Barley ... ..	50 bags	
Brewers' grain ... ..	2,100 bags	
Cereals ... ..	1,180 cartons	
Corn (frozen) ... ..	1,272 cartons	
Corn protein ... ..	100 bags	
Flour ... ..	886,012 bags	7,870 bags
	40 drums	
Groats ... ..	164 bags	
Maize ... ..	243,859 tons	
Maize products ... ..	750 bags	
Potato powder ... ..	80 bags	1,848 bags
Rice ... ..	160,588 bags	1,796 bags
Rusks ... ..	122,955 cartons	
Rye ... ..	1,335 bags	
Semolina ... ..	20 bags	
Soya beans ... ..	3,430 tons	
Soya bean oil meal ... ..	3,876 bags	
Starch ... ..	111,824 bags	8,569 bags
Wheat ... ..	276,154 tons	1,720 tons
Wheat germ ... ..	11,621 bags	638 bags
Wheat gluten ... ..	400 bags	
Yeast ... ..	40 bags	231 bags
<b>Fruit, nuts, etc.—</b>		
Apples ... ..	4,827 packages	1,412 packages
Avocados ... ..	55 bundles	
Dried fruit ... ..	25,119 cartons	13,080 cases
Desiccated coconut ... ..	685 packages	
Fruit (frozen) ... ..	19 packages	
Fruit pectin ... ..	62 drums	
Fruit pulp ... ..	1,015 casks	
Grapefruit ... ..	1,000 cartons	
Groundnuts ... ..		67 bags
Lemons ... ..	7,900 cartons	
Peanuts ... ..	320 packages	

			From foreign ports	From coastwise ports
Fish—				
Fish (salted)	...	...	1,231 barrels	
Fish (in brine)	...	...	70 barrels	
Salmon (frozen)	...	...		10 cartons
Vegetables—				
Beans	...	...	25,811 bags	
Beans (frozen)	...	...	1,813 cartons	
Dehydrated vegetables			3,153 packages	1,953 packages
Lentils	...	...	71 bags	
Onions	...	...	1,380 bags	
Peas	...	...	200,971 bags	1,023 bags
Peas (frozen)	...	...	1,272 cartons	
Potatoes	...	...	14,600 bags	13,058 bags
Potatoes—sweet (frozen)			1,760 cartons	
Sauerkraut	...	...	415 barrels	
Vegetables (in brine)	...	...	1,599 barrels	
Meat and Poultry—				
Bacon	...	...	16,219 bales	5,262 bales
Beef (frozen)	...	...	24 cases	
Beef tenderloins (frozen)			15 cartons	
Casings (salted)	...	...	40 tierces	12 casks
Mutton (frozen)	...	...	355 carcasses	
Mutton sundries (frozen)			150 cartons	
Lamb and Sheep tongues (frozen)	...	...	240 cartons	
Pork sundries (frozen)			25 cartons	
Pork sundries (salted)			25 barrels	
Salami sausage	...	...	16 cartons	
Turkeys	...	...	—	8 cases
Dairy produce—				
Butter	...	...	33,720 cartons	327 cartons
Cheese	...	...	3,813 packages	
Egg albumen (frozen)	...	...	4,036 pails	
Milk powder	...	...	3,002 bags	
Whole egg (frozen)	...	...	10,388 pails	
Tomatoes	...	...	5,414 baskets	
Edible oils and fats—				
Bakery products	...	...	346 packages	
Lard	...	...	288,784 packages	127 cartons
			6,750 drums	
			8,698 tons	
Margarine	...	...	47 cartons	14 cartons
Oleo	...	...	7,233 drums	
Premier jus	...	...	22,986 drums	
Shortening	...	...	3 cases	
Suet	...	...		27 cartons

			From foreign ports	From coastwise ports
Canned goods—				
Artificial cream	...		490 cartons	22 cartons
Beer	... ..		110 cartons	
Coffee	... ..		220 cartons	
Cream	... ..		2,000 cartons	
Corn	... ..		2,080 cartons	
Fish	... ..		33,197 packages	8,941 cartons
Fruit	... ..		193,853 cartons	36,220 packages
Fruit juice	... ..		14,261 cartons	640 cartons
Fruit pulp	... ..		900 cartons	
Jam	... ..		1,100 cartons	
Macaroni	... ..		25 cartons	
Marmalade	... ..		1,300 cartons	
Meat	... ..		202,793 packages	17,498 cartons
Milk	... ..		11,095 cartons	
Pickles and sauces	...		—	6 cases
Poultry	... ..		19,049 packages	150 cartons
Soup	... ..		239,942 cartons	
Spaghetti	... ..		25 cartons	
Syrup	... ..		72 packages	
Tomato concentrate	...		1,313 cartons	
Tomato juice	... ..		8,882 packages	
Vegetables	... ..		27,852 packages	2,674 cartons
			1,599 tins	200 tins
Vegetable juices	...		7,500 cartons	
Bottled goods—				
Chicken	... ..		1,300 cartons	
Mixed peel	... ..		350 bottles	
Sauce	... ..		131 cartons	
Tomato ketchup	...		900 cartons	
Vegetables	... ..		725 packages	
Sweets, confectionery, &c.				
Bakers' sundries	...		368 packages	
Biscuits	... ..		2,744 cartons	128 cartons
Cocoa butter	... ..		15 bales	
Confectionery	... ..		676 cartons	20 packages
Chocolate	... ..		32 cartons	
Edible gum	... ..		1,840 bags	3,105 bags
Honey	... ..		362 packages	
Sugar	... ..		3 bags	
Miscellaneous—				
Acetic acid	... ..		140 drums	
Beer, stout, etc.	...		5,128 cartons	62,103 tons
			15 barrels	
Carraway seed	... ..		15 bags	
Coffee extender	...		504 packages	
Citric acid powder	...		80 bags	
Gelatine	... ..		542 packages	



Glucose (liquid) ...	627 drums	1 drum
Glucose (powdered) ...	22,638 packages	4,498 bags
Cocoa beans ...	44,000 bags	
Herbs and spices ...	147 packages	139 packages
Poppy seed ...	25 bags	
Pickles and sauces ...	32 casks	16 casks
Margarine dye ...	68 cartons	
Seaweed ...	48 bales	
Supari ...	—	1 case
Tartaric acid powder ...	600 packages	
Tea ...	172,863 chests	64,590 chests
		50 cases
Wines, spirits, etc. ...	3,702 packages	100 casks
Sausage additive ...	3 drums	7 cartons

## RESULTS OF INSPECTION.

Details of food imports which have been condemned during the year:

Articles	Tons	Weight		lbs.
		cwts.	qrs.	
Grain, cereals, etc.—				
Flour ...	134	3	0	24
Maize ...	33	7	3	17
Rice ...	12	8	0	2
Rusks ...			3	15 $\frac{3}{4}$
Rye ...		13	0	3
Soya beans ...	1	10	3	15
Soya bean oil meal ...		1	2	2
Wheat ...	418	9	2	9
Wheat germ ...	3	15	2	14
Fruit—				
Dried fruit ...			3	16
Lemons ...		8	0	24
Vegetables—				
Dehydrated potato dice ...			3	2
Beans ...	11	3	3	23
Chutney (in casks) ...		6	1	24
Peas ...	27	17	3	22
Dairy produce—				
Cheese ...		3	1	18 $\frac{1}{2}$
Edible oils and fats—				
Lard ...	4	13	3	0 $\frac{1}{2}$
Oleo stock ...		4	2	15
Canned goods—				
Chicken ...				7
Artificial cream ...			3	27
Fish ...				19
Fruit ...		13	0	22 $\frac{3}{4}$
Fruit juice ...			1	22 $\frac{1}{2}$
Evaporated milk ...			1	27

Articles							Weight		lbs.
							Tons	cwts. qrs.	
Jam	...	...	...	...	...	...			18
Meat	...	...	...	...	...	...		2 2	$12\frac{3}{4}$
Soup	...	...	...	...	...	...		2	$12\frac{1}{4}$
Tomato concentrate				...	...	...		2	14
Tomato juice		...	...	...	...	...			$25\frac{3}{4}$
Vegetables	...	...	...	...	...	...	1	3	$7\frac{1}{2}$
Bottled goods—									
Mixed salad	...	...	...	...	...	...		1	$24\frac{3}{4}$
Tomato ketchup	...	...	...	...	...	...		1	17
Vegetables	...	...	...	...	...	...		1	$22\frac{1}{4}$
Confectionery—									
Edible gum	...	...	...	...	...	...	10	0	4
Miscellaneous—									
Cocoa beans	...	...	...	...	...	...	5	7 0	11
Tea	...	...	...	...	...	...	7	6 3	24
							663	17 2	$5\frac{1}{4}$

#### FOOD VOLUNTARILY SURRENDERED

Chicken soup (canned)	...	...	...	...	...	...		1	2
Fruit (canned)	...	...	...	...	...	...	1	2	24
Peas (canned)	...	...	...	...	...	...	2	0	16
Tea	...	...	...	...	...	...			20
Ships' stores	...	...	...	...	...	...	2	16 3	$5\frac{1}{4}$
							3	1 0	$11\frac{1}{4}$

The condemned peas were released for ultimate use for human consumption after being subjected to a satisfactory cleaning process under the supervision of the local authority concerned. Approximately 97 per cent. (618 tons) of the remaining food condemned or surrendered was utilized for animal food or commercial purposes.

## LABORATORY EXAMINATIONS

Number of samples examined by:

(a) Analyst ... .. 58

(b) Bacteriologist ... 224

The following samples were forwarded to the Public Analyst, Manchester, for chemical analysis :-

Nature of sample	Object of examination	Result
American apples (3 samples)	Arsenical spray	Satisfactory
American apples	Metallic content	ditto
Californian lemons (3 samples)	Diphenyl and sodium o-phenylphenate	ditto
South African cut drained mixed peel	So <sub>2</sub> content	ditto
Australian mixed peel	Preservative	ditto
Dutch assorted fruit drops (in tubes)	Colouring	ditto
Danish artificial honey	Constituents and preservatives	Satisfactory, but would fail to comply with the Labelling of Food Order
Indian tea (8 samples)	Analysis	Satisfactory
Kenya tea (2 samples)	ditto	ditto
Tanganyika tea (2 samples)	ditto	ditto
American liquid bulk lard (5 samples)	Anti-oxidants	ditto
American okra	Preservatives	ditto
American spice mixture	Metallic content	ditto
American canned hydrolized protein derivative mixture	ditto	ditto
Hungarian bottled paprika with cabbage	Preservative	Breach of Public Health (Preservatives, etc., in Food) Regulations—excess of benzoic acid and jars not labelled stating goods contained preservative. Arrangements made for goods to be returned to suppliers.
Hungarian bottled red pickled paprika	Preservative	Satisfactory
Foreign bottled hot piquant sauce	ditto	ditto
Dutch canned cut stringless beans	Colouring	ditto
Hungarian canned beans	ditto	ditto
Czechoslovakian canned gherkins	Preservative	ditto
Czechoslovakian canned sauerkraut	ditto	Breach of Public Health (Preservatives, etc., in Food) Regulations – found to contain So <sub>2</sub> —importers notified.
Dutch bottled cucumbers	Preservatives	Satisfactory
Israeli canned cucumbers	ditto	ditto
Israeli canned cucumbers	Benzoic acid	ditto
Canadian canned vegetable juices	Preservatives and colouring	ditto
Hungarian bottled mixed salad	Preservative	Contained benzoic acid in excess of permitted quantity allowed in pickles by the Public Health (Preservatives, etc., in Food) Regulations — importers notified.
Hungarian bottled cucumber salad	Preservative	Satisfactory
American dried peas (and scrapings of contaminant on bags)	Nature of contaminant	Contaminated with diatomaceous earth — Analyst satisfied peas fit for human consumption after removal of powder subject to retesting.



American canned tomato concentrate	Colouring	Satisfactory
Dutch canned cheese filled krisps	Colouring	ditto
Portuguese canned sardines in olive oil (2 samples)	Metallic content	ditto
Dutch canned pork luncheon meat	Colouring	ditto
Dutch sherbet cones	ditto	ditto
Scrapings from outside of flour bag	Identification of scrapings	Scrapings consisted mainly of flour with some fibres from flour bag. Found to contain lead— tentative suggestion colour and lead may have been derived from paint.
Canadian flour (2 samples)	Lead content	Satisfactory
Part of bag of wheat germ—slight and heavy stain	Identification of stain	Identified as potassium ferricyanide — not a scheduled poison but if it gains access to foodstuffs it must be regarded as a foreign chemical substance
Chemical involved in staining bags		

The undermentioned samples were submitted to the Public Health Laboratory Service, Monsall Hospital, Manchester for bacteriological examination :-

Nature of Sample	No. of samples	Result
Czechoslovakian canned pork kidneys	3	Satisfactory
Dutch canned pork luncheon meat	1	ditto
Belgian canned pork luncheon meat	1	ditto
Danish canned pork	1	ditto
Hungarian canned chopped pork	1	ditto
Czechoslovakian canned lunch tongues	1	ditto
Hungarian canned lunch tongues	1	ditto
Hungarian canned pigs' tongues	1	ditto
Dutch canned chopped chicken and ham	1	ditto
Danish canned ham	1	ditto
Dutch canned ham	1	ditto
Dutch canned whole chicken	3	ditto
Dutch canned boneless chicken	1	ditto
Dutch canned cocktail sausages	1	ditto
Danish canned pate de foie truffe	3	Two samples satisfactory; 2 tins in third sample found to be not sterile.
Yugoslavian canned tripe	1	Satisfactory
Norwegian canned peeled shrimps	2	ditto
Danish canned peeled shrimps	1	ditto
American canned prawns	1	ditto
Dutch canned mussels	1	ditto
Irish synthetic cream powder	2	ditto
Dutch spray milk powder	1	ditto
Edible bone flour (returned export)	2	ditto
American liquid bulk lard	3	ditto
French liquid bulk lard	1	ditto
German premier jus	1	ditto
ditto	2	Submitted for identifica- tion of mould—a mixed growth of fungi isolated; no salmonella organisms.
Canadian frozen egg albumen	43	Satisfactory
Canadian frozen whole egg	141	Salmonella organisms iso- lated from 17 samples.
German canned pork collar	1	Satisfactory

## OBSERVATIONS OF THE FOOD INSPECTORS

During the year under review the control of tea imports has, to some extent, been relinquished by H.M. Customs and taken over by the Port Health Authority. This, together with the advent of new types of food imports, has considerably augmented the work of the food inspectors.

As mentioned in the annual report for 1958, as from 31st December, 1958, H.M. Customs discontinued inspection and sampling of tea importations for adulteration and unfitness for human consumption. The inspection of tea importations, the supervision of garbling and the control and disposal of unsound tea is now carried out by the Port Health Authority. During the year 1959 a total of 237,453 chests of tea entered the port of Manchester and were dealt with by the food inspectors, 7 tons 6 cwt. 3 qrs. 24 lbs. being seized as unfit for human consumption.

Although under consideration for some time, the importation of lard in bulk into this port did not commence until February, 1959, since when regular shipments have continued to arrive. After initial arrangements for the satisfactory discharge of this commodity had been instituted, no problems arose, apart from the matter of official certificates. The acceptance of a bulk official certificate was agreed, pending revision of the Public Health (Imported Food) Regulations. This official certificate has either been affixed to the ship's tanks or forwarded with other relative documents prior to arrival of the vessel. Samples submitted for bacteriological examination and chemical analysis have proved satisfactory.

Consignments of frozen egg have on several occasions proved unsatisfactory. Samples were taken from each consignment and salmonellæ of various types isolated. Further samples were taken from the affected batches, which were ultimately subjected to a satisfactory process of pasteurisation, determined by the examination of samples after treatment. The isolation of *S. heidelberg* for the first time from egg products was of particular interest, this type having hitherto been associated with meat and meat products. Application was made for two of the consignments, which were stated to have been pasteurised in the countries of origin, to go direct to a cold store in another district. This was permitted after the agreement of the Medical Officer of Health for the area had been obtained, who subsequently notified that samples from both these consignments had been positive and arrangements had been made for all the egg to be re-pasteurised.

A consignment of pork and beans was found on examination to contain meat other than fat, and as such required an official certificate. In the absence of this certificate the consignment was detained, and an exportation notice served on the importer, who ultimately expressed a desire to prove, before a magistrate, that the goods were not intended for sale. The magistrate, in accepting the evidence produced by the importers that the goods were intended for market research and not for sale, remarked that it appeared rather peculiar that importation was prohibited if the goods were for sale but allowable if not for sale. Closely allied to this is the problem of gift parcels. H.M. Customs do, from time to time, request the food inspectors to examine the contents of such parcels and pass an opinion as to the soundness of any foodstuffs therein.



Occasionally these foodstuffs are completely unfit for human consumption, but they are outside the scope of the Imported Food Regulations. It might be considered whether the retention of the words "for sale" in the regulations gives to all consumers the protection which they might be entitled to expect.

The contamination of foodstuffs by extraneous substances gives rise to some concern. It seems inevitable that contamination, due to faulty stowage, will occur from time to time, but it does not always seem to be realized the great cost involved in the loss or reconditioning of contaminated foodstuffs. In one instance cartons of lard were extensively contaminated by abrasive grits. These grits had penetrated the cartons and contaminated the blocks of lard, which involved, under the port food inspectors' supervision, the turning out, wiping off and reconditioning of some 10,280 blocks of lard—a long and expensive operation.

Constant efforts are made to obviate contamination of foodstuffs after landing from vessels. Damaged packages are required to be repaired without delay, foods liable to dust contamination from adjacent commodities are required to be sheeted over and careful watch is maintained for rodent activity.

A consignment of Dutch canned poultry and meat products, without an official certificate, was exported, returned and re-exported. Three uncertificated consignments, of Dutch canned cocktail sausage, Danish salami sausage and Dutch frozen pork were exported. Consignments of German premier jus and canned hams were admitted on receipt of official certificates with affidavits from a responsible government veterinary officer.

Consignments of canned *pate de foie truffe*, pears and pineapple juice were found on examination to be unsatisfactory and necessitated 100 per cent. examination.

Large quantities of flour imports resulted in the condemnation of over 134 tons, due chiefly to damage in transit. This involved individual examination of thousands of damaged bags, many of which were passed as fit for human consumption. Continuous steps were taken to ensure that torn bags were dealt with as soon as possible to obviate contamination of contents.

Regular consignments of dried peas continued to arrive, with the inevitable quantity of loose peas from torn bags. After being collected from the vessels, such sweepings were screened and then released for cleaning, by arrangement with another authority, prior to use for human consumption. A portion of one consignment, contaminated with a diatomaceous earth, was subsequently released to be subjected to a cleaning process and further analysis.

One hundred and twenty tons of wheat recovered from a sunken barge were released for shipment to the Continent.

Details of samples submitted for analysis and bacteriological examination are given on pages 32-33. In the two instances where samples forwarded to the Manchester City Analyst were found to contravene the Labelling



of Foods Order, notification was made to the local authority in whose area the goods were consigned.

The examination and arrangements for disposal of rejected ships' stores has been carried out on several occasions during the year.

The Arsenic in Food Regulations came into operation on 10th August, 1959, and notification of an additional official certificate for meat products from Poland was received.

The reconditioning of certain damaged foodstuffs cannot be satisfactorily carried out on the quayside transit sheds, therefore permission is frequently given for removal to adjacent warehouses where the processes of reconditioning, etc., can be carried out under more suitable conditions under the supervision of the port food inspectors.

During the year there were many signs of a considerable increase in the rodent population in the sheds and warehouses. A series of meetings between the Manchester Ship Canal Company management and the port food inspectors took place, at which all angles were discussed and the utmost desire for co-operation expressed. This has resulted in measures being taken, including the appointment by the Manchester Ship Canal Company of an additional rodent officer, which it is hoped will reduce this menace to less alarming proportions.

T. BORROWS,  
W. H. JENNINGS.